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EUROPEAN PATENT APPLICATION

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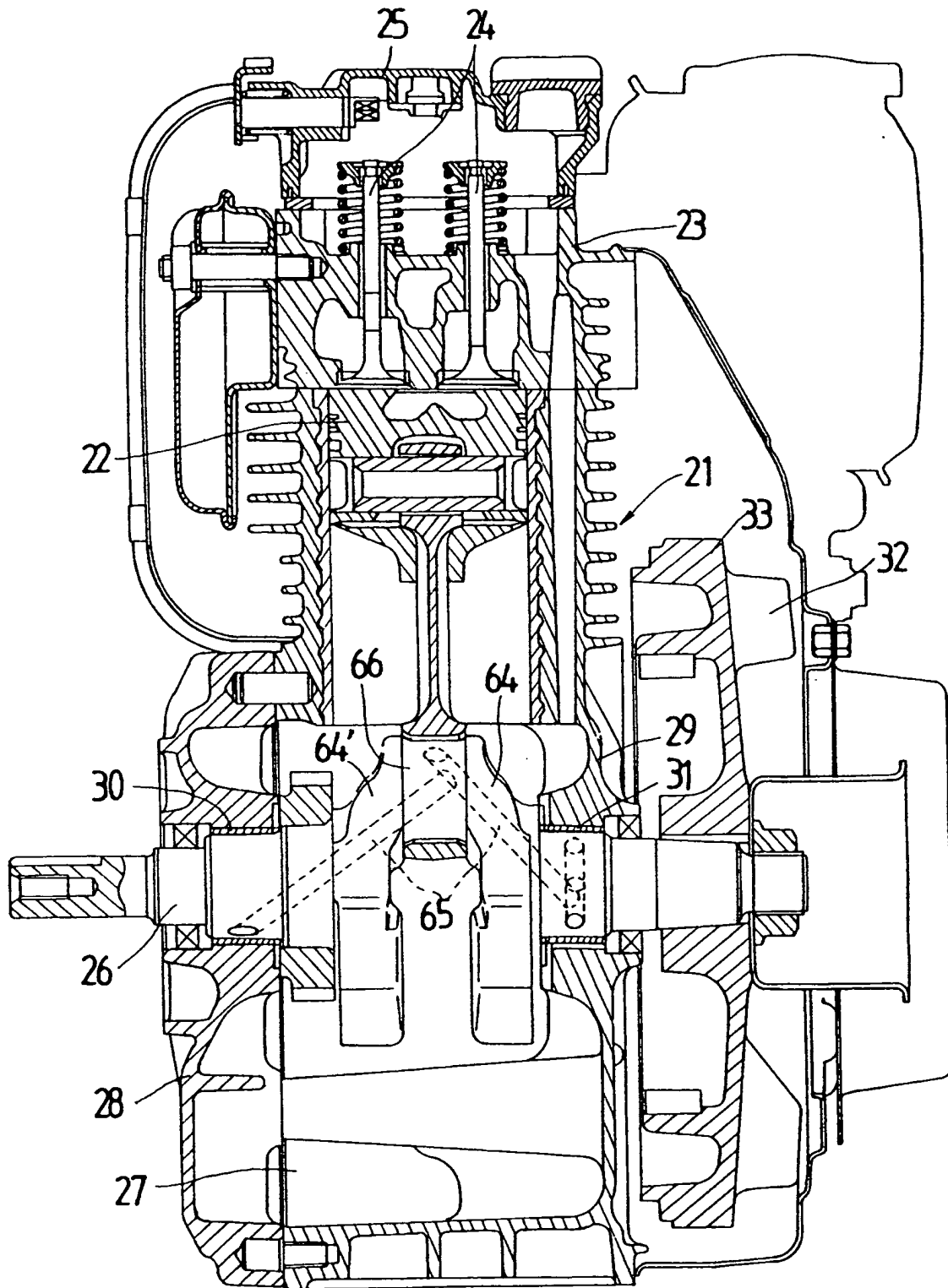
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(54) **Internal combustion engine.**

(57) Herein disclosed is an internal combustion engine of the type, in which a cylinder block [27] at the side opposed to the fly-wheel [33] in the crankshaft direction has its opening [27] covered with a side cover, in which the power is extracted from the side of the side cover [28], and in which the crankshaft [26] has its one end supported by a bearing [30] of the side cover. A lubricating oil pump [41] is disposed in the cylinder block wall [29] at the side of the fly-wheel [33].

FIG. 4



BACKGROUND OF THE INVENTION

Field of the Invention

The present invention relates to an internal combustion engine and, more particularly, to an internal combustion engine of the type, in which an opening at one end of a cylinder block in the crankshaft direction is covered with a side cover transverse to the crankshaft.

Description of the Prior Art

In the internal combustion engine of the above-specified type, in which an opening is formed at one end in the crankshaft direction and covered with a side cover, one end bearing for the crankshaft is disposed in that side cover. Since a lubricating oil pump is driven from the crankshaft through a cam shaft, its drive shaft is arranged in parallel with the crankshaft and is attached to the side cover or the side of a gear mechanism for driving the cam shaft. Moreover, the power for driving a service machine is extracted at the side of the side cover, and the fly-wheel is attached to the opposite or outer side of the cylinder block. Figs. 7 and 8 show the structure of a cylinder block of the internal combustion engine having such side cover structure of the prior art.

In Figs. 7 and 8, reference numeral 1 designates a cylinder block, and numeral 2 designates a side cover covering the opening of the cylinder block 1. To a generally middle portion of the cylinder block 1 in the perpendicular direction to the shaft, as viewed in a top plan, there is attached a crankshaft 5 which has its one end supported in the side cover 2 through a plain bearing 3 and its other end supported in the wall of the cylinder block 1 at the side opposed to the side cover 2 by a ball bearing 4. A cam shaft 6 is arranged at one side spaced from the crankshaft 5, and an intermediate shaft such as a balancer shaft 7 is arranged at the other side, so that the cam shaft 6 may be driven from the crankshaft 5 through a gear mechanism 8 which is attached to the crankshaft 5 and the cam shaft 6 at the side of the side cover 2. Moreover, the balancer shaft 7 is driven through a gear 9 which is attached to the crankshaft 5 and the balancer shaft 7 at the side opposed to the side cover 2. In a case formed in the side cover 2 below the cam shaft 6, there is accommodated a lubricating oil pump 11 which has its drive shaft 12 projecting into the cylinder block 1. At the same time, a driven gear 13 fixed on the drive shaft 12 meshes with the gear 8 on the cam shaft 6 to drive the lubricating oil pump 11. To the leading end of the driven gear 13, there is attached a governor weight assembly 14 for regulating the speed. The crankshaft 5 has its end 15 projecting from the side cover 2 to provided a power extraction side, and the side cover 2 at this power extraction side is equipped

at its outside with a flange 16 to be connected directly to a service machine. The (not-shown) fly-wheel is arranged at the end portion of the crankshaft 5 at the side opposed to the flange 16.

On the other hand, the speed control system of a Diesel engine is composed of the not-shown fuel injection pump, the aforementioned governor weight assembly 14, a self speed regulating mechanism for connecting those fuel injection pump and governor weight assembly 14, and a control mechanism for adjusting the injection rate. Of these, the governor weight assembly 14 is mounted on the same shaft 12 as that of the lubricating oil pump, as described above, and is positioned at the side of the side cover 2. On the other hand, the not-shown self speed regulating mechanism and injection rate adjusting control mechanism are mounted together with the fuel injection pump in the body wall of the cylinder block 1 at the side opposed to the governor weight assembly 14 and are interlocked with the governor weight assembly 14.

In the structure of the prior art thus far described, the lubricating oil pump 11 is disposed in the side cover 2 at the power extraction side, and the driven gear 13 of the drive shaft 12 projecting from the side cover 2 into the cylinder block 1 is arranged to mesh with the gear 8 on the cam shaft 6.

Firstly, this structure has a defect that the assembly of the side cover 2 is seriously troublesome. This assembly is shown in Fig. 9. The lubricating oil pump 11 is so assembled together with the drive shaft 12 and the parts on the drive shaft 12 as to cover the opening of the cylinder block 1. At this time, it is necessary to bring the driven gear 13 on the drive shaft 12 and the gear 8 on the cam shaft 6 into meshing engagement with each other. Then, it is rare to insert the gears inward with their teeth completely meshing with each other. Considerable troubles are required for turning at least one gear to establish the meshing engagement by inserting the hand into a clearance 17 inbetween before bringing the side cover 2 into abutment against the wall of the cylinder block 1.

Secondly, the lubricating oil pump 11 is attached to the side cover 2 at the power extraction side of the service machine. As a result, the flange 16 to be connected directly to some service machine would axially interfere, if disposed outside of the side cover 2, with a lubricating oil pump cover 18 which is also fixed on the outer side of the side cover 2, so that the lubricating oil pump 11 cannot be removed for inspections. As a result, the direct connection has to be given up in such service machine. In this case, it is conceivable to change the position of the flange 16 so as to avoid such interference. As a matter of fact, this change is difficult because the mounting sizes of the service machine and the flange and the direct socket connection are specified in advance.

Generally speaking, moreover, the lubricating oil discharged from the aforementioned lubricating oil pump 11 is guided from a passage formed in the wall portion of the cylinder block 1 or the side cover 2 into the bearing portion of the crankshaft 5, and is then fed to the crank pin via a bore hole formed in the crankshaft 5. In order that the lubricating oil may thus flow into the bored hole in the crankshaft 5, the bearing has to be of the plain type. Since, however, the plain bearing 3 is used only as the bearing of the side cover in the prior art, the passage from the lubricating oil pump 11 to the bearing has to be formed in the side cover 2. Since this passage 19 has to be obliquely machine because the lubricating oil pump 11 is disposed below the cam shaft 6 positioned obliquely above the crankshaft 5, as shown in Fig. 8. As a result, the machining is difficult, and the parting direction is complicated, even in case of the die casting, to raise a defect that the production cost is high.

In addition, the driven gear 13 of the pump drive shaft 12 is in meshing engagement with the cam shaft gear 8 at the side of the side cover 2. This cam shaft gear 8 must have a large diameter because it rotates at a half R.P.M. as high as that of the crankshaft 5. As a result, the drive gear 13 is positioned accordingly apart from the crankshaft to limit the positioning the lubricating oil pump 11. Thus, there arises a defect that it is impossible to position the pump most efficiently.

In the prior art, moreover, the lubricating oil filter to be disposed at this side of the lubricating oil pump 11 is also disposed at the side of the side cover 2 so that it is attached and detached from the side of the service machine. Since the case for supporting the lubricating oil filter is difficult to be integrated with the side cover, it has to be formed either separately or so integrally with the cylinder block 1 that it is inserted in the vicinity of and in parallel with the side cover. The former arrangement is accompanied by a defect that the number of parts will increase. In the latter arrangement, the passage for introducing the lubricating oil to the bearing of the side cover 2 is cut at the joint between the side cover 2 and the cylinder block 1 so that this cut portion has to be specially sealed up. Thus, the defect of the latter arrangement is that the number of parts is also increased.

In the Diesel engine, on the other hand, it is necessary to make adjustments, e.g., to set the maximum fuel injection rate at the stage in which the aforementioned speed control system is assembled. In the prior art, as described above, the governor weight assembly 14 is disposed at the side cover 2, whereas the fuel injection pump and the self speed regulating mechanism are disposed in the cylinder block 1. As a result, the speed control system is not completed till the side cover 2 is attached, to raise a defect that such adjustment cannot be accomplished at the stage of parts before the side cover 2 is

attached. Thus, the adjustments have to be done under a load run in the completed state in which the cylinder block 1 is assembled and in which the cylinder head and so on are attached. This load run required after the completion is the most steps of the assembly process.

As described above, on the other hand, the governor weight assembly 14 and another mechanism are separately attached to the side cover 2 and the body of the cylinder block 1. As a result, their assemblies have to be separately accomplished, and the connections among the governor weight assembly 14, the self speed regulating mechanism and the adjusting control mechanism have to be accomplished at the stage in which the side cover 2 is attached. Thus, another defect is that the assemblies are troublesome and poor in accuracies.

SUMMARY OF THE INVENTION

It is, therefore, an object of the present invention to provide an internal combustion engine which is enabled to assemble the lubricating oil pump easily into the cylinder block.

Another object of the present invention is to provide a flange which is formed at the side of the side cover for connecting a service machine directly and which is freed from any interference with the lubricating oil pump so that it can ensure direct connection with a service machine having any flange shape.

Still another object of the present invention is to provide a structure for an internal combustion engine, which can be easily formed with a lubricating oil passage from the lubricating oil pump to the crankshaft and reinforce the cylinder block with a rib for forming the passage.

A further object of the present invention is to provide a structure for an internal combustion engine, which can arrange the lubricating oil pump most efficiently without being obstructed by the cam shaft gear.

A further object of the present invention is to provide a structure for an internal combustion engine, which can attach and detach the lubricating oil filter without being obstructed by the service machine and can reduce the number of parts.

A further object of the present invention is to provide a structure for an internal combustion engine having the speed control system, which can regulate the maximum fuel injection rate or the like at a part stage before the assembly of the cylinder block.

A further object of the present invention is to provide an internal combustion engine which is enabled to facilitate the assembly and to improve the assembling accuracy by assembling the self speed regulating mechanism and the adjusting control mechanism in advance in the mounting bed separated from the cylinder body.

According to a first feature of the present invention, there is provided an internal combustion engine of the type, in which a cylinder block at the side opposed to the fly-wheel in the crankshaft direction has its opening covered with a side cover, in which the power is extracted from the side of said side cover, and in which the crankshaft has its one end supported by a bearing of the side cover, wherein a lubricating oil pump is disposed in the cylinder block wall at the side of said fly-wheel.

According to a second feature of the present invention, there is provided an internal combustion engine of the type, in which one cylinder block in the crankshaft direction is equipped therein with a gear mechanism for driving a cam shaft or an intermediate shaft, wherein a gear for driving a lubricating oil pump is interlocked with said intermediate shaft within a cylinder block opposed to said gear mechanism in the crankshaft direction.

According to a third feature of the present invention, there is provided an internal combustion engine of the type, in which a cylinder block at the side opposed to the fly-wheel in the crankshaft direction has its opening covered with a side cover, wherein a lubricating oil filter has its case formed in and integrally with the cylinder block at the side opposed to said side cover.

According to a fourth feature of the present invention, there is provided an internal combustion engine of the type, in which a cylinder block at the side opposed to the fly-wheel in the crankshaft direction has its opening covered with a side cover and in which the power is extracted from the side of said side cover, wherein a lubricating oil filter is so disposed in the opposite cylinder block that it can be removed from the side opposed to the power extracting side.

According to a fifth feature of the present invention, there is provided an internal combustion engine of the type, in which a cylinder block at one side in the crankshaft direction has its opening covered with a side cover, wherein a fuel injection pump, a governor weight assembly, a self speed regulating mechanism for connecting said fuel injection pump and said governor weight assembly, a mechanism for adjusting the injection rate, and a maximum injection rate limit mechanism are mounted at the cylinder block side.

According to a sixth feature of the present invention, there is provided an internal combustion engine wherein a fuel injection rate adjusting control lever, and an interlocking mechanism including a lever for connecting said control lever, a fuel injection pump and a governor weight assembly are assembled together in a mounting bed separate from a cylinder block and are mounted through said mounting bed in said cylinder block.

The above objects may be achieved with the invention or preferred aspects thereof. The above features may be provided independently or in any

combination according to the invention.

The invention will be better understood from the following description which is given by way of example only, with reference to the accompanying drawings, in which:-

Figure 1 is a vertical section showing an essential portion of a cylinder block having a lubricating oil pump attached thereto;

Figure 2 is a horizontal section showing the same essential portion;

Fig. 3 is a side elevation showing the overall structure of the cylinder block and taken from the opening thereof;

Fig. 4 is a vertical section showing the overall structure of an internal combustion engine;

Fig. 5 is a side elevation showing the whole engine and taken from the side of a speed control system;

Fig. 6 is a section showing an essential portion of the same and vertically taken at the speed control system;

Fig. 7 is a horizontal section showing an essential portion of the cylinder block of the example of the prior art;

Fig. 8 is a side elevation showing the same cylinder block; and

Fig. 9 is a horizontal section showing a method of assembling the side cover according to the prior art.

DESCRIPTION OF THE PREFERRED EMBODIMENT

Fig. 4 is a longitudinal section showing an internal combustion engine according to the present invention and taken in the direction of a crankshaft. In Fig. 4: reference numeral 21 designates a cylinder block; numeral 22 a piston fitted in a cylinder in the upper portion of the cylinder block 21; numeral 23 a cylinder head disposed on the top face of the cylinder block 21; and numeral 24 an intake valve or an exhaust valve fitted in the cylinder head 23. A rocker arm cover 25 is attached to the top of the cylinder head 23. Numeral 26 designates the crankshaft which is supported in the cylinder block 21. This cylinder block 21 is opened at its one side of the crankshaft 26, and this opening 27 is covered with a side cover 28. Moreover, the crankshaft 26 has its one end inserted in the side cover 28 and its other end inserted in an opposite cylinder block wall 29 such that its two ends are supported by plain bearings 30 and 31. At the side of the cylinder block wall 29, a fly-wheel 33 carrying a cooling fan 32 is attached to that end of the crankshaft 26, which projects from the cylinder block wall 29. The end of the crankshaft 26 projecting from the side cover 28 is one for extracting the power and is connected directly to a variety of service machines.

Fig. 3 is a side elevation showing the cylinder

block 21 and taken from the side of the opening 27. The cylinder block wall 29 is formed, at the side opposed to the opening 27, with a crankshaft fitting hole 35 which extends on the cylinder center line. The cylinder block wall 29 is further formed with a balancer shaft fitting hole 36, which is located obliquely below the hole 35, and a cam shaft fitting hole 37 which is located obliquely above the hole 35. Integrally formed is a lubricating oil pump case 38 which is located at the side opposed to the crankshaft 26 with respect to the cam shaft fitting hole 37 and the balancer shaft fitting hole 36. The bearing structures for a cam shaft 39 and a balancer shaft 40 are shown in Fig. 2. As shown in Fig. 2, moreover, the body assembly of a pump 41 such as the pump gear is inserted from the outside at the side of the aforementioned fly-wheel 33. The oil pump 41, disposed in the pump case 38, has its drive shaft 42 inserted from the side of the fly-wheel 33 such that it protrudes into the cylinder block 21. A pump driven gear 43 and a speed regulating fly-weight assembly 44 are attached to that drive shaft 42 from the side of the opening 27. Numeral 45 designates a cover covering that opening of the pump case 38, which is opened in the outer side of the cylinder block 21. The pump driven gear 43 meshes with a drive gear 48 on the balancer shaft 40 at the side of the cylinder block wall 29 or at the side opposed to a driving gear mechanism 47 such as the cam shaft 39 disposed at the side of the side cover 28, so that the pump driven gear 43 is driven through the drive gear 48 by the balancer shaft 40 acting as an intermediate shaft. Incidentally, the gear mechanism 47 at the side of the aforementioned side cover 28 is composed of: a balancer gear 50 fixed on the balancer shaft 40 and meshing with a crank gear 49 for driving the balancer shaft 40; and a cam shaft drive and driven gears 51 and 52 fixed on the balancer shaft 40 and the cam shaft 39 and meshing with each other for driving the cam shaft 39 from the balancer shaft 40.

The cylinder block wall 29 just below the aforementioned pump case 38 is so integrally formed with a filter case 54 which has an insertion hole 53 at the side of the aforementioned fly-wheel 33 that the filter case 54 crawls on the bottom wall of the cylinder block 21. Moreover, a lubricating oil filter 55 is inserted from the insertion hole 53 and fitted in the case 54. In communication with the inside of the filter case 54, there is formed a suction passage 57 for sucking the lubricating oil from the center of the oil pan in the bottom of the cylinder block 29. The suction passage 57 is defined by a rib 56 which is formed along the bottom wall of the cylinder block 21 and which has a shape of a letter "L", as viewed in top plan view. The lubricating oil sucked from the suction passage 57 is guided to the outer circumference of the lubricating oil filter 55 in the filter case 54 and is sucked via the inside of the lubricating oil filter 55 to the lubricating oil pump 41 from an exit 58 which is formed in the vicinity of the

end portion of the lubricating oil filter 55 at the side of the aforementioned insertion hole 53. In the cylinder block wall 29 at the side of that lubricating oil pump 41, moreover, there is formed a vertical communication passage 59 for providing communication between the filter case 54 and the lubricating oil pump 41. The communication passage 59 is defined by a rib 60 which is formed integrally with the cylinder block wall 29, so that the lubricating oil having passed through the lubricating oil filter 55 may be sucked therethrough into the lubricating oil pump 41. From the case 38 of the lubricating oil pump 41 and across a crankshaft bearing portion 61 of the cylinder block 21, moreover, there is integrally formed a horizontal rib 62 which is formed therein with a discharge passage 63 for feeding the lubricating oil to the crankshaft bearing portion 61. After having lubricated the plain bearing 31 of the bearing portion 61, the lubricating oil is fed to a crank pin 66 via a hole 65 which is formed in the arm 64 (as shown in Fig. 4) of the crankshaft 26 and further from the arm 64' at the opposite side to the crankshaft bearing 30 of the side cover 28 also at the opposite side.

Next, the governor weight assembly 44 is composed of a governor weight 67 and a governor spindle 68. As shown in Fig. 6, a wall portion 69, which is in parallel with the crankshaft 26 perpendicular to the wall 29 of the cylinder block 21 having the governor weight assembly 44 attached thereto, is formed with an opening 70 for mounting a lever and so on. A plate-shaped mounting bed 71 is so fixed from the outside by means of bolts 72 as to close the opening 70. The mounting bed 71 is formed with a first control shaft 73 and a second control shaft 74 which are so arranged in upper and lower positions and in parallel with each other as to extend therethrough between the inside and the outside. A control lever 75 is attached to the outer end portion of the first control shaft 73, and an interlocking lever 76 is attached to the inner end portion of the cylinder block 21. To the second control shaft 74, on the other hand, there are so attached in the cylinder block 21 a first control lever 77 and a second control lever 78 that they can rotate together relative to the second control shaft 74. The root of the first control lever 77 and the interlocking lever 76 are connected by a governor spring 83, and the first control lever 77 and the second control lever 78 have their middle portions engaging with each other through a projection 79. Moreover, the spindle 68 of the aforementioned governor weight assembly 44 is arranged to face a pressure receiving portion 80 which is projected sideways from the vicinity of the root of the second control lever 78. Reference numeral 81 designates a fuel injection pump which is screwed downward into the cylinder block 21. The second control lever 78 is connected to the fuel injection pump 81 while engaging with a injection adjusting control pin 82.

With the structure thus far described, both a injection adjusting control mechanism 84 composed of the control lever 75 and the first control shaft 73 and a self speed adjusting mechanism 85 composed of the second control shaft 74, the spring 83, the first control lever 77 and the second control lever 78 are attached to the cylinder block 21 such that they are assembled in advance with the mounting bed 71. Despite of this fact, however, this mounting bed 71 may be omitted if the structure is to be applied only to Claim 6 of the present invention.

In a manner to correspond to the upper end of the first control lever 77, on the other hand, there arranged a fuel limiter 86 which is attached to the wall 29 at the same side as the lubricating oil pump 36 of the cylinder block 21 for limit the maximum injection rate. By adjusting this fuel limiter 86, the limit position of the turning range of the first control lever 77 in a direction to increase the injection rate is changed.

The embodiment thus far described exemplifies the best mode of the present invention. Thus, the present invention should not be limited thereto but can be modified in various manners within the scope thereof, which is to be specified in the Claims. It should be noted that the present invention exclude those modifications.

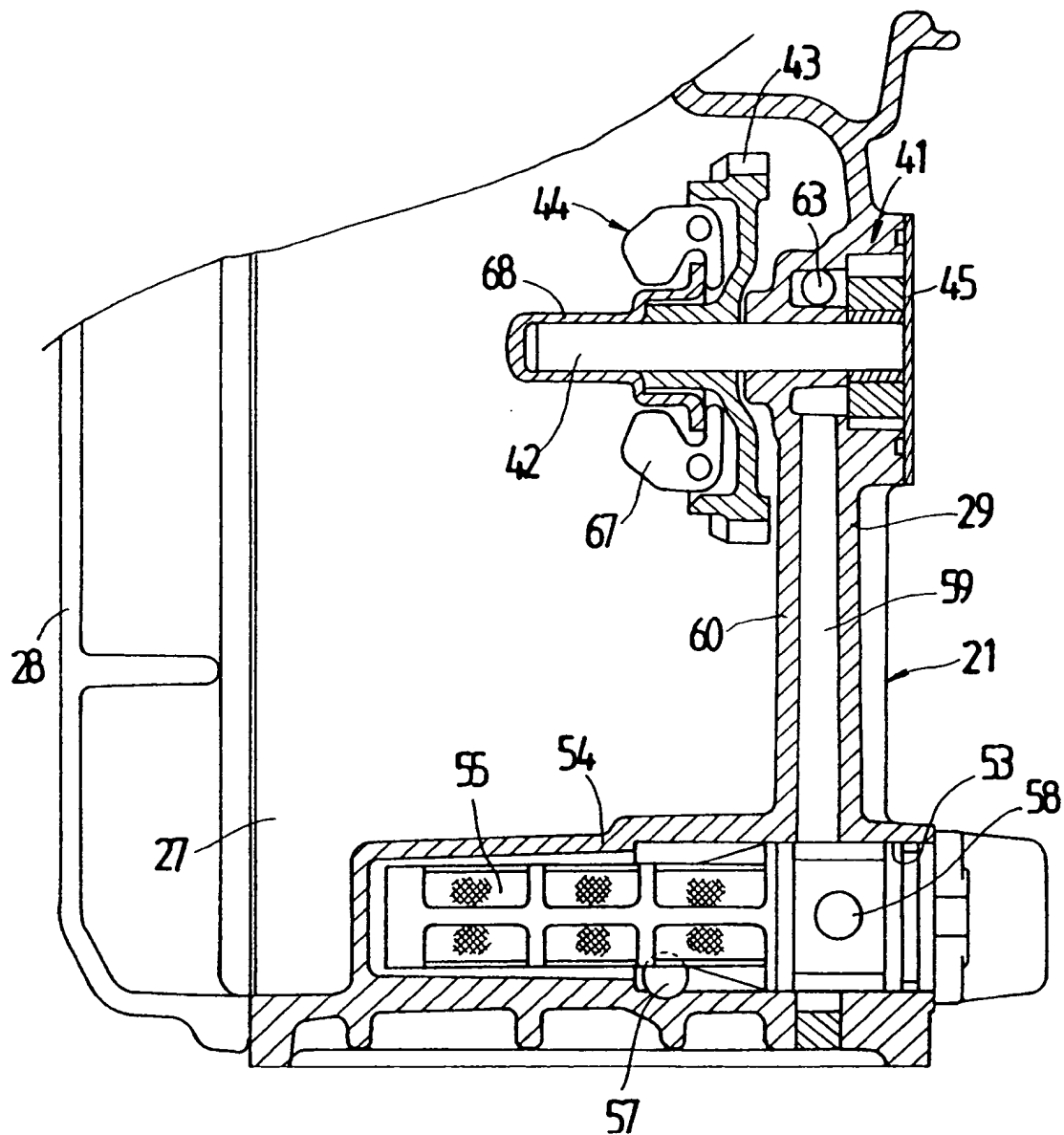
Claims

1. An internal combustion engine having a cylinder block with a fly-wheel at one end and, at the other end in the crankshaft direction an opening covered with a side cover, a power take-off being from the end of said side cover, and in which the crankshaft has one end supported by a bearing in the side cover, and wherein a lubricating oil pump is disposed in the cylinder block wall at the end where the fly-wheel is located.
2. An internal combustion engine according to claim 1, wherein a bearing supporting said crankshaft in the cylinder block wall at the fly-wheel end is a plain bearing.
3. An internal combustion engine having a cylinder block and a crankshaft and equipped with a gear mechanism for driving a cam shaft or an intermediate shaft, wherein a gear for driving a lubricating oil pump is interlocked with said intermediate shaft within the cylinder block and spaced from said gear mechanism in the crankshaft direction.
4. An internal combustion engine having a cylinder block, a fly-wheel at one end and, at the other end in the crankshaft direction, an opening covered with a side cover, wherein a lubricating oil filter

has its case formed the cylinder block at the end opposed to said side cover.

5. An internal combustion engine having a cylinder block, a fly-wheel at one end and, at the other end in the crankshaft direction, an opening covered with a side cover, and wherein the power is taken-off from the end of said side cover, wherein a lubricating oil filter is so-disposed in the opposite cylinder block that it can be removed from the side opposed to the power extracting side.
6. An internal combustion engine having a cylinder block which at one end in the crankshaft direction has an opening covered with a side cover, wherein a fuel injection pump, a governor weight assembly, a self speed regulating mechanism for connecting said fuel injection pump and said governor weight-assembly, a mechanism for adjusting the injection rate, and a maximum injection rate limit mechanism are mounted on the cylinder block side.
7. An internal combustion engine wherein a fuel injection rate adjusting control lever, and an interlocking mechanism including a lever for connecting said control lever, a fuel injection pump and a governor weight assembly are assembled together in a mounting bed separate from a cylinder block and are mounted through said mounting bed in said cylinder block.
8. An internal combustion engine according to claim 1 or 2, additionally having the features of any other claim herein.
9. An internal combustion engine having the features of any two or more of the preceding claims.

FIG.1



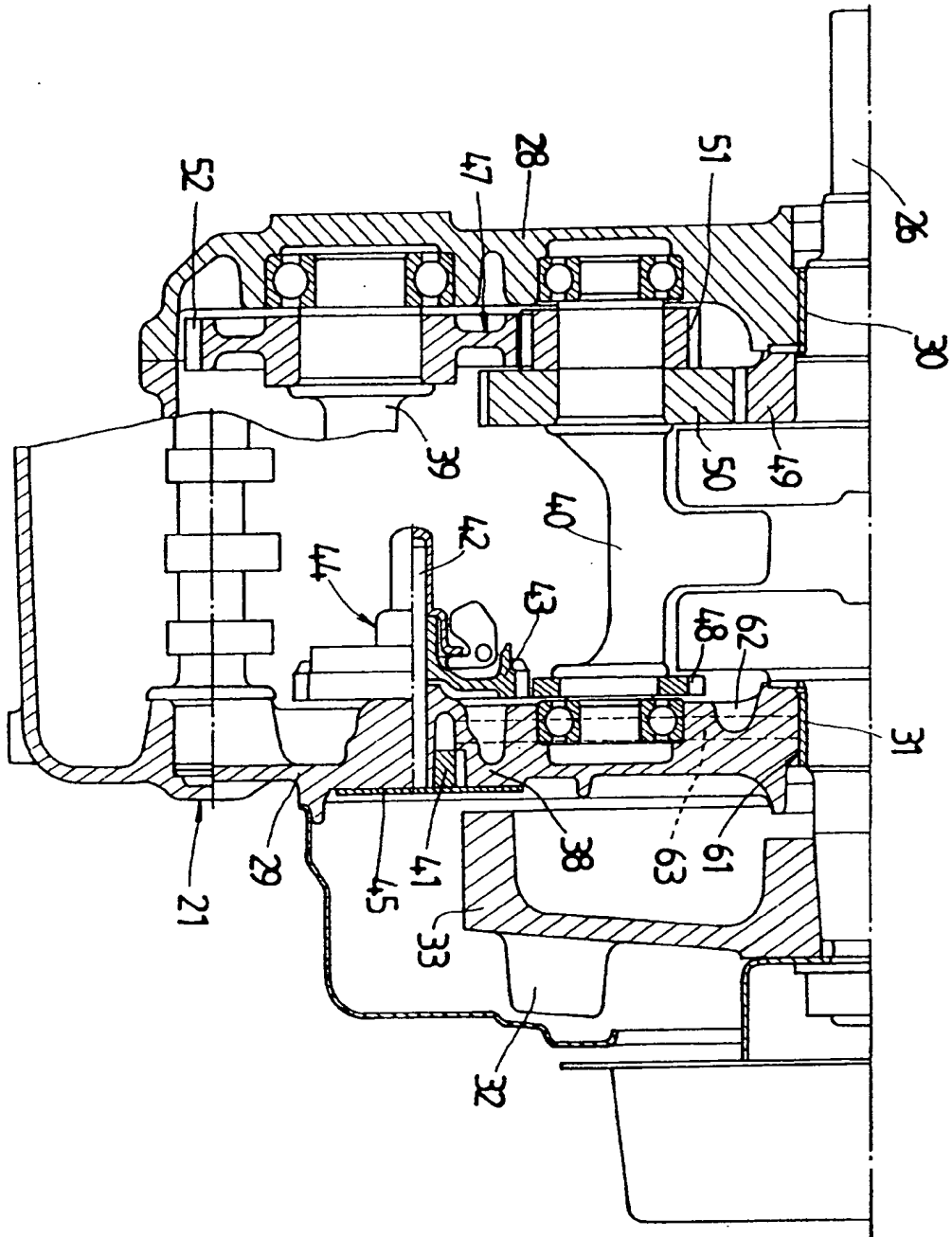


FIG. 2

FIG.3

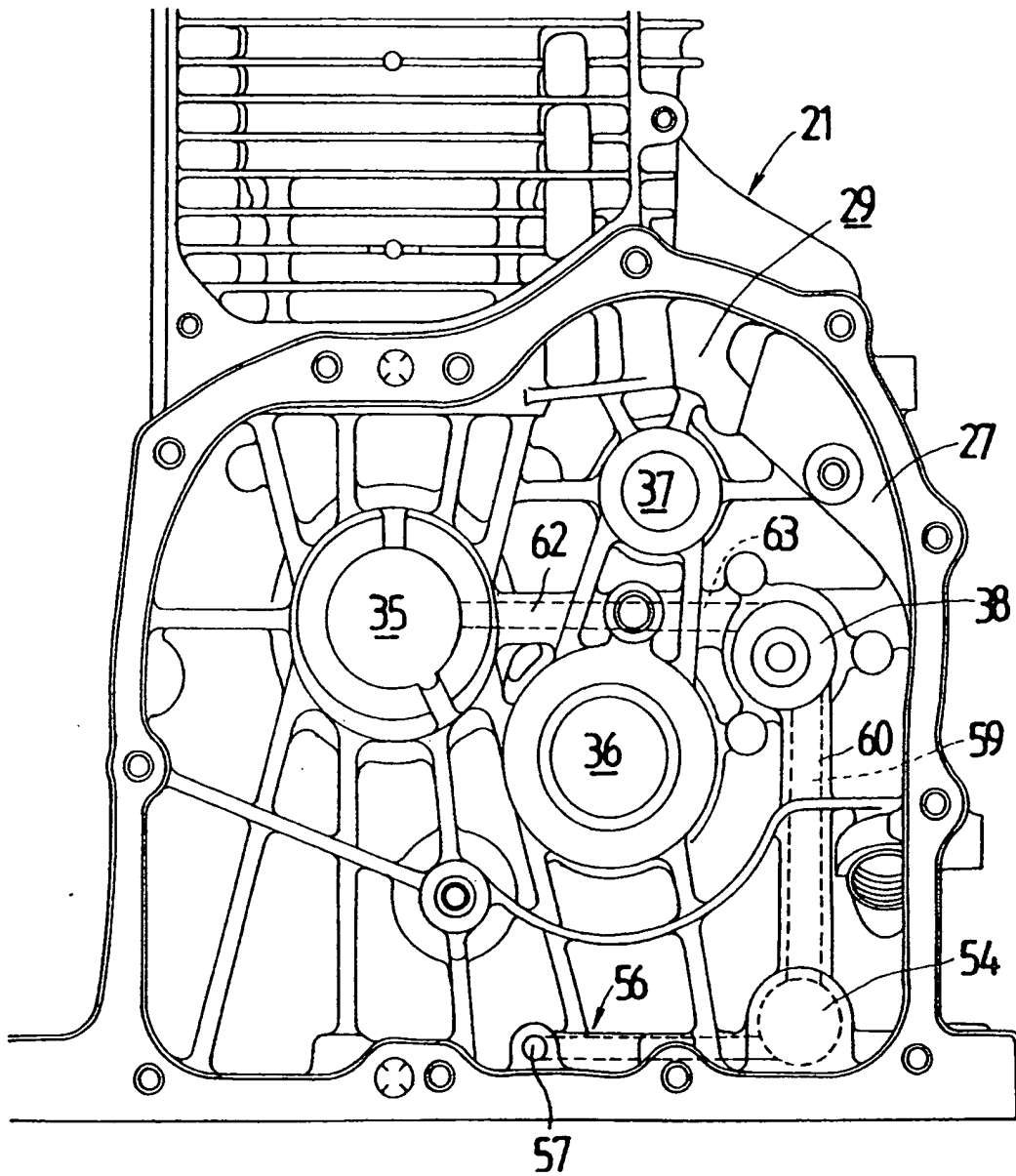


FIG. 4

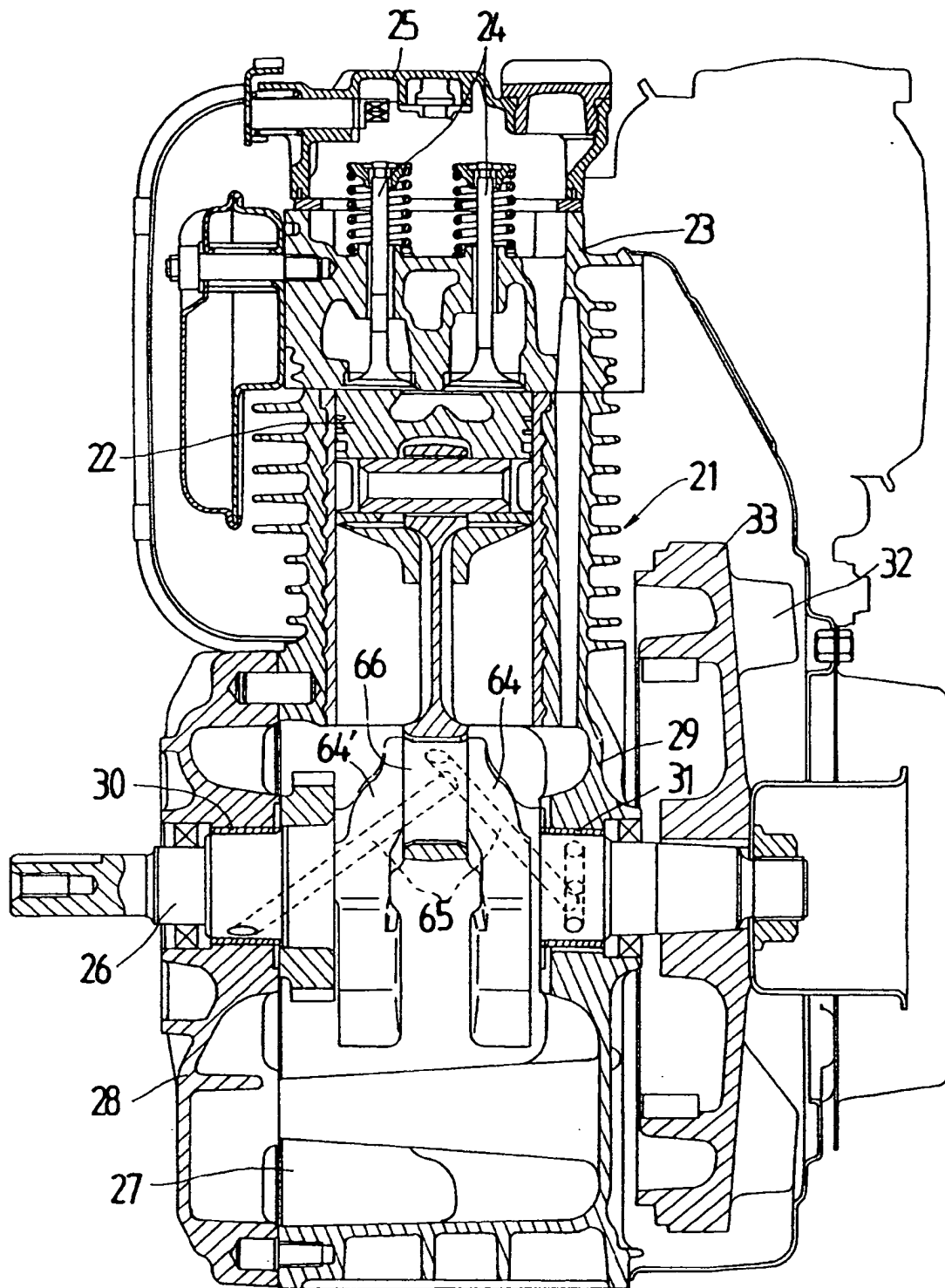


FIG.5

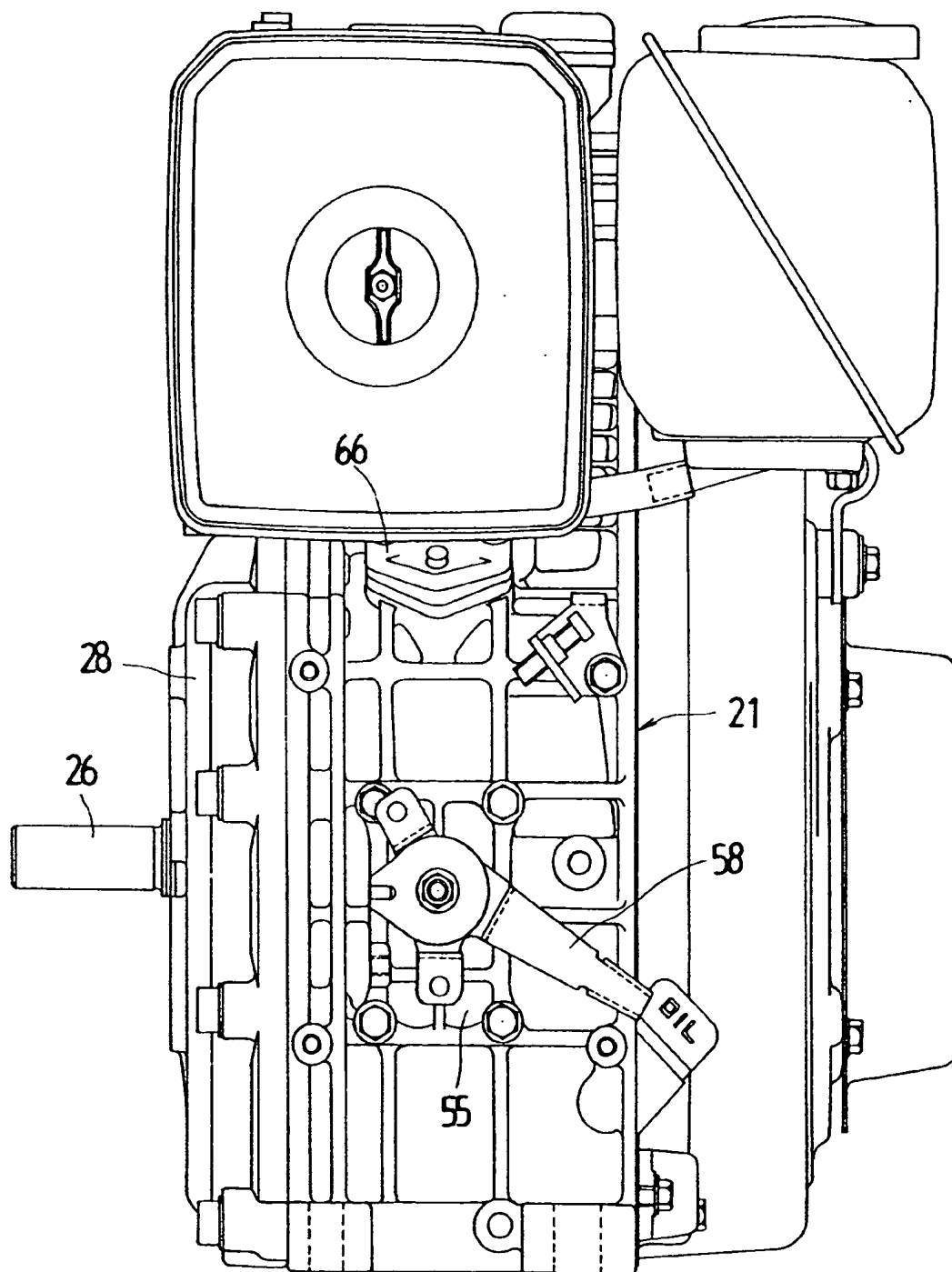


FIG. 6

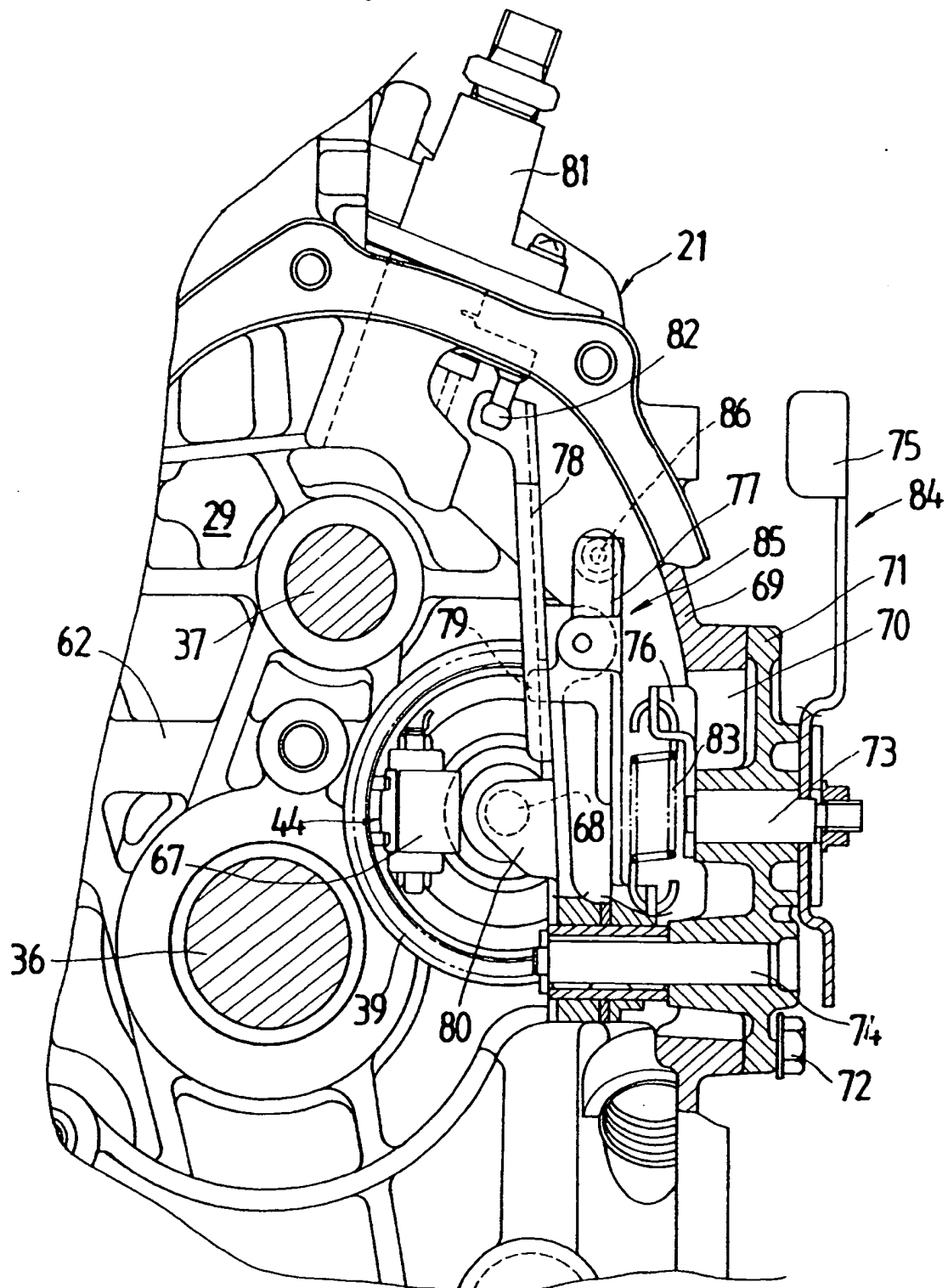


FIG.7

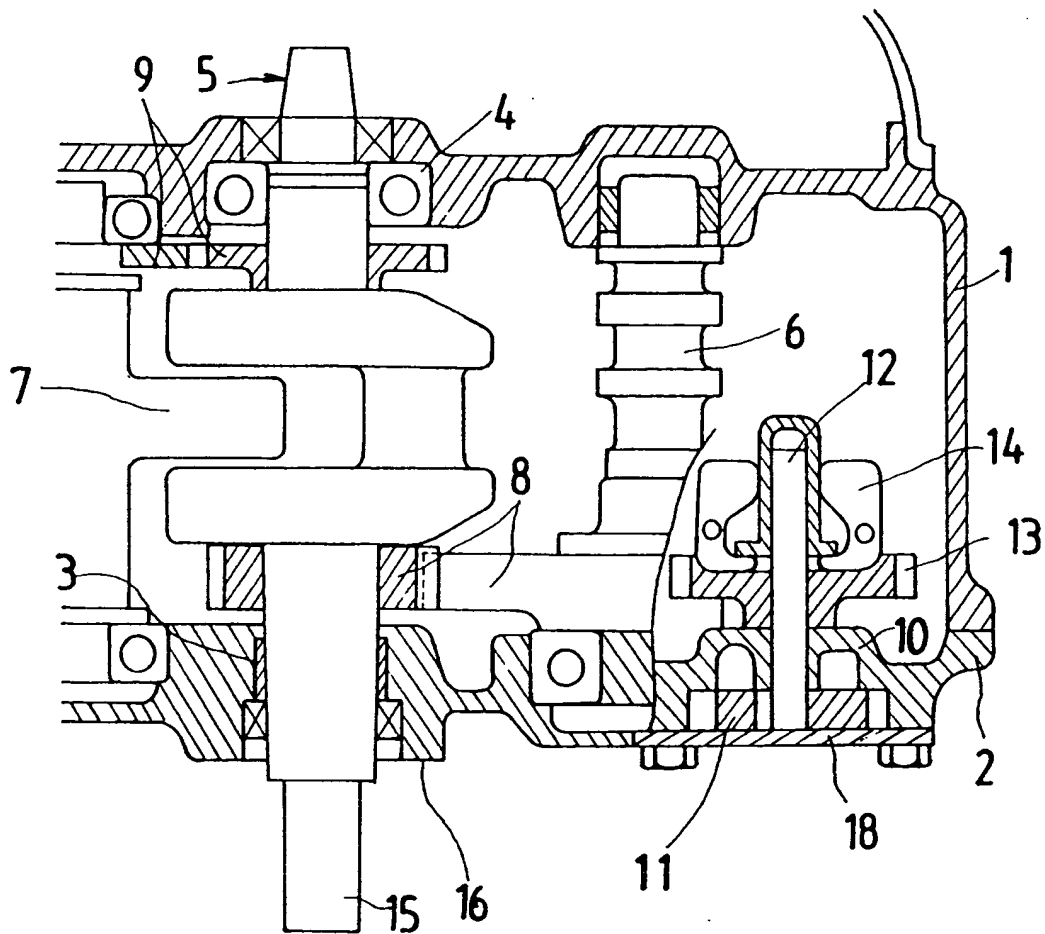


FIG. 8

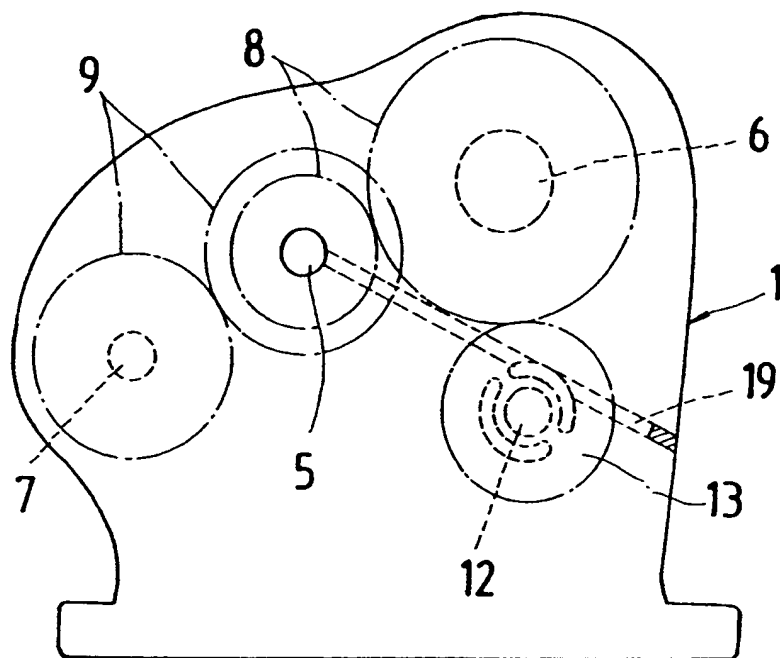
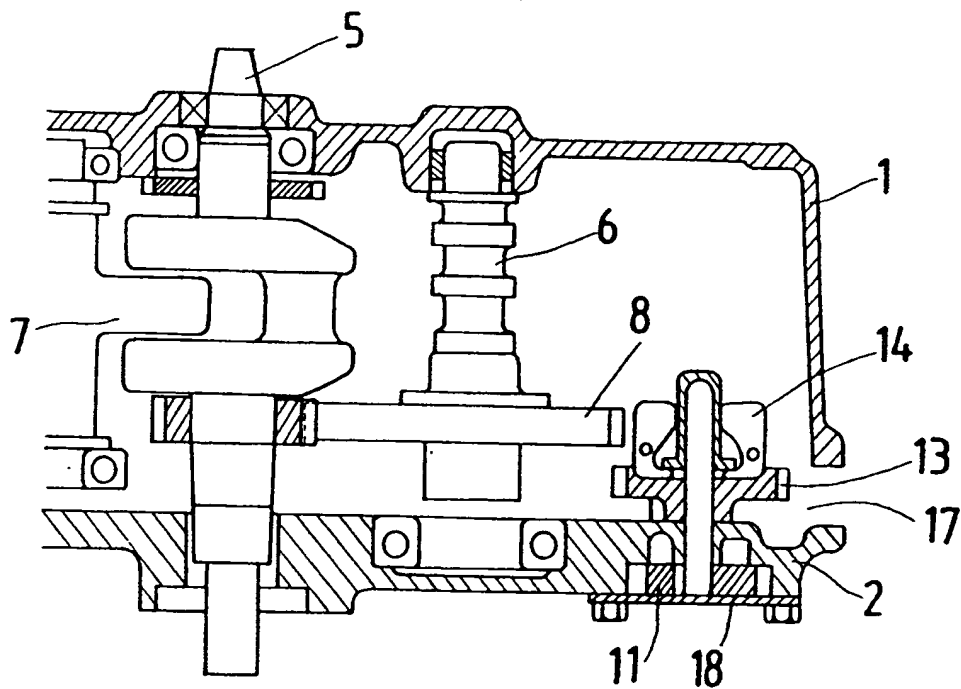


FIG. 9





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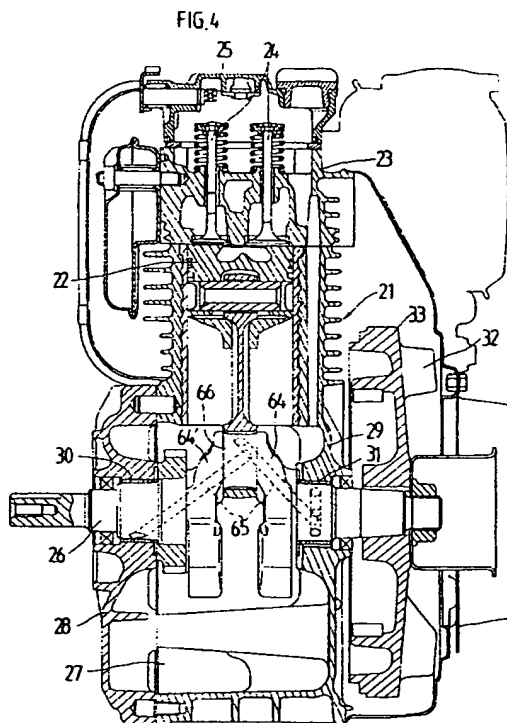
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(54) **Internal combustion engine.**

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EP 0 475 772 A3



European Patent
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EUROPEAN SEARCH REPORT

Application Number

EP 91 30 8358

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl.5)
P, X	US-A-4 974 562 (ISHII et al.) * Figure 6 *	1	F 01 M 1/02
A	---	8,9	F 01 M 11/03
A	US-A-2 400 575 (SCHWARTZ) * The whole document *	1,2,8,9	F 02 F 7/00
A	---		F 02 B 75/16
A	DE-A-1 526 472 (BRIGGS & AND STRATTON) * Page 8, paragraph 2; figure 2 *	1	
A	---		
A	US-A-3 457 804 (HARKNESS)		
A	---		
A	FR-A- 699 753 (JONGHI)		

			TECHNICAL FIELDS SEARCHED (Int. Cl.5)
			F 01 M F 02 F F 02 B
The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 21-11-1991	Examiner KOOIJMAN F.G.M.
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CLAIMS INCURRING FEES

The present European patent application comprised at the time of filing more than ten claims.

- ☐ All claims fees have been paid within the prescribed time limit. The present European search report has been drawn up for all claims.
- ☐ Only part of the claims fees have been paid within the prescribed time limit. The present European search report has been drawn up for the first ten claims and for those claims for which claims fees have been paid, namely claims:
- ☐ No claims fees have been paid within the prescribed time limit. The present European search report has been drawn up for the first ten claims.

LACK OF UNITY OF INVENTION

The Search Division considers that the present European patent application does not comply with the requirement of unity of invention and relates to several inventions or groups of inventions, namely:

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- ☐ All further search fees have been paid within the fixed time limit. The present European search report has been drawn up for all claims.
- ☐ Only part of the further search fees have been paid within the fixed time limit. The present European search report has been drawn up for those parts of the European patent application which relate to the inventions in respect of which search fees have been paid, namely claims:
- ☒ None of the further search fees has been paid within the fixed time limit. The present European search report has been drawn up for those parts of the European patent application which relate to the invention first mentioned in the claims, namely claims: 1, 2, 8, 9



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LACK OF UNITY OF INVENTION

The Search Division considers that the present European patent application does not comply with the requirement of unity of invention and relates to several inventions or groups of inventions, namely:

1. Claims 1,2,8,9 : Arrangement of an oil pump in an internal combustion engine.
2. Claims 3,9 : Arrangement of driving an oil pump in an internal combustion engine.
3. Claims 4,5,9 : Arrangement of an oil filter in an internal combustion engine.
4. Claims 6,7,9 : Arrangement of the speed control system in an internal combustion engine.